Bulletin #2014-008 15 – August - 2014

Subject:
Seeded Draw and Class Rules

Overview:

Effective 1/1/2015, the following rule changes will go into effect.

1. Replace the first paragraph of Article 1.7.E.2 with the following.

   2. There will be a seeded draw to establish the starting order for competitors with a Speed Factor of 95.0 ~~89.50~~ and higher as well as FIA Priority A and B listed drivers. The stewards may include additional drivers in the seeded draw at their discretion.

   Rationale: A number of technical restrictions will be imposed on the competitors fast enough to be included in the Seeded Draw. This change to the Speed Factor needed to be included in the Seeded Draw is being made so that those restrictions only impact the extremely fast portion of the entry list.

2. Replace the table in Article 10.1.F.1 with the following.

Adjusted Engine Displacement	Inlet Restrictor Size
B-Spec	N/A
Super Production	34mm x 3mm
Group 2	N/A
Group5	N/A
Open	34mm x 3mm
Open (Driver in Seeded Draw)	33mm x 3mm

   Rationale: This change is one of the technical restrictions referenced in item #1.

3. Add the following as Article 10.1.H.

   H. Brakes

   There must be at least two circuits operated by the same pedal and

complying with following:

1. The pedal must normally control all wheels.
2. In case of a leakage at any point of the brake system pipes or of any kind of single failure in the brake system, the pedal must still control at least two wheels.
3. Multiple circuits may not draw fluid from a common, undivided reservoir.

Rationale: This change is being made to ensure that the two circuits in the brake system are separate and one circuit is not affected by a failure in the other, including at the fluid reservoir.

4. Replace Article 10.2.A.4 with the following.

4. Anti-lag systems

It is strongly recommended that forced induction anti-lag systems be capable of being turned-off without the driver/co-driver having to exit the passenger compartment to facilitate operation only on special stages.

a. <u>The storage of boost (compressed air held at a pressure above what normally is in the inlet ducting) is not permitted.</u>

Rationale: This change is being introduced to eliminate the risk that the tank storing boost may become a bomb should the rally vehicle catch fire.

5. Add the following as Article 10.2.A.6.h.

h. <u>Open Class vehicles entered in Rally America National Championship rallies with the Driver in the Seeded Draw will be limited to 14 gravel tires per event.</u>

i. <u>The team must declare the 14 tires prior to departing from the first MTC of the rally, by submitting the unique serial numbers of the tires to a steward, in writing, on a form provided by Rally America. Only tires with unique, permanent manufacturer applied serial numbers will be eligible.</u>

ii. <u>Snow and ice tires will not normally be part of this tire quantity limit, and this limitation will typically not be used at a snow / ice event.</u>

iii. <u>The stewards may declare an “emergency weather condition" and permit tires in addition to the 14 declared tires.</u>

Rationale: This change is one of the technical restrictions referenced in item #1.

6. Replace Article 10.2.B.16 with the following.

16. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity provided the location remains unchanged. The minimum weight for a battery is 28 lbs. The make is unrestricted.

Rationale: The intent of this rule has been that only OE and OE replacement batteries can be used in Production Category. This change clarifies that intent.

7. Replace Article 10.2.B.20 with the following.

20. Suspension

Springs: The spring seats may be adjustable if the adjustable structural part is a part of the spring seat and is separated from the original suspension parts/bodywork (it may be removed).

Coil Springs: The length is free, as is the number of coils, the wire diameter, the type of spring (progressive or not), the external diameter and the form of the spring seats.

Leaf Springs: The length, width, thickness and vertical curvature are free.

Torsion Bars: The Diameter is free.

Stock sway bars and their links and bushings may be removed or replaced.

Control arm bushings may be replaced with alternate bushings of similar type, provided that doing so does not alter static suspension alignment or geometry, and requires no modification to the body, chassis, or control arms. Non-metal OE bushings may not be replaced with spherical bushings.

The freedoms in spring length do not authorize a reduction in the ride height below the limit in the official factory shop manual.

For MacPherson suspensions, the shape of the spring seats in free. Their material is free.

The reinforcing of the suspension and its anchorage points by additional material is allowed. Strut tower braces may be added, provided no alterations to air cleaner housing or other components are made. The roll cage may be used to brace the vehicle's suspension.

In the case of oil-pneumatic suspension, the spheres may be changed as regards their dimension, shape and material, but not their number. A tap, adjustable from outside of the car, may be fitted to the spheres.

Rationale: The change allowing stock sway bar links and bushings was previously intended, but not explicitly noted.

The change introducing a new allowance for alternate control arm bushings is being made to reduce competitor costs. Some OE bushings were failing after a single event.

8. Replace Article 10.2.B.26 with the following.

   26. Motor and Transmission Mounts

   Motor and transmission mounts are unrestricted so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

   Rationale: This change adds an allowance previously intended, but not explicitly described.

9. Replace Article 10.2.B.27.v with the following.

   v. Modification of the Non-metal trim from the lower 100mm of any lower body panel, including wheel arches, is free may be trimmed or removed.

   Rationale: This change eliminates unintended allowances for the modification of the lower 100mm of body panels.

10. Replace Article 10.2.B.28.g with the following.

   g. In Super Production, sections of the center console rear of the shifter may be cut and removed to allow for the mounting of a hydraulic handbrake. The remaining section(s) of the center console must be securely attached.

   Rationale: This change simplifies the existing allowance for modification of the center console, making it easier to comply with and verify compliance with the rule.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.